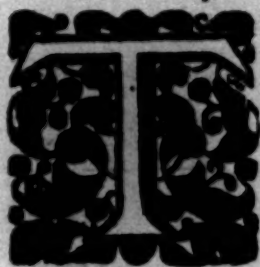


TO THE  
Right Honourable and Honourable  
THE  
Lords Commissioners  
OF HIS  
Majesties Treasury.

Sir *WILLIAM CREAGH* of *Newcastle*  
upon *Tine*,

Most humbly sheweth,



**H** A T taking notice of the great inequality of the Customs in *England* and *Scotland*, on **C** O A L S transported beyond the Seas, by which His Majesties Revenue (as to that Branch) is much impaired, the English Navigation in a great measure discouraged, and that antient Corporation of *Newcastle* in danger of being ruin'd: He thought it his Duty, to let slip no opportunity whereby he might be instrumental to stop the current of so great Evils.

A

And

And though the fatigue of a long troublesom Journey from *Newcastle* hither, might be a bar to his said undertaking, yet he valu'd his Duty to the King and the Publick, above all, and came from *Newcastle* to *London*, now the third time upon the same Errand.

The first time was in *October*, 1684. and in *November* following, he presented the Commissioners of His Majesties Customs, with a State of the Forreign Coal-Trade, herewith following the Letter \_\_\_\_\_ A

Together with the ensuing Authentick Certificate from *France*, following the Letter \_\_\_\_\_ B

Both which being debated before the said Commissioners, were afterwards sent up to the then Lords of the Treasury, and made known to his late Majesty of Blessed Memory, who, together with the said Lords and Commissioners, seem'd inclinable to grant the Abatement set forth in the said State, till one Mr. *George Robinson*, one of the Sub-Farmers of the 4s. per Chalder, under my Lord *Townsend*, obstructed the same, by dissuading his Partners from consenting thereto, and for his so doing, he gave the Commissioners a Paper of groundless Reasons, herewith following the Letter \_\_\_\_\_ C

Which are fully refuted by the said *Creagh's* Answer thereto, following the Letter \_\_\_\_\_ D

However, since the said Sub-Farmers would not bear their share of the Abatement, the said Lords of the Treasury and Commissioners thought it not reasonable the King should bear the whole, and they reap half the Benefit: And thus the Business fell till *February*, 168 $\frac{1}{2}$ . That the said *Creagh* seeing those Evils like

like to encrease, and having an opportunity by Proposals made to him from *France* (upon encouragement) to improve that Branch of His Majesties Revenue very considerably, he came the second time to *London*, and presented His present Majesty with a second State of that Affair, a Copy whereof is here annexed, and follows the Letter—————E

And of which another Copy was likewise delivered to my Lord *Rochester*, then Lord Treasurer, and the said *Creagh* being call'd out of Town before any Reference could be had upon it, he left a Friend to solicit the matter; and though it was sent to the Commissioners after he was gone, yet his Friend could get no other Answer to it, than a Copy of the said *Robinson's* groundless Reasons. This put him the said *Creagh* upon procuring stronger Proofs for what he asserted, and after the Expence of Time and Money, he at last got an Authentick Certificate from *Scotland*, a Copy whereof follows the Letter———F

Which he hopes will be sufficient to shew what Prejudice the said *Robinson's* and Partners Obstinacy has done the King, the Navigation, and the Town of *Newcastle*, which I doubt so small an Abatement will not now prevent, after the Trade is almost settled in *Scotland*, as it would do in the beginning, when there was not much of that: Insomuch that raising the Custom in *Scotland* to some equality with the Custom in *England*, would prove more effectual; and this is conceived may be done by the King and Lords Commissioners of the Exchequer in *Scotland*, as appears by the Preamble to the Scotch Book of Rates, whereof a Copy is also herewith following the Letter—————G

Especially in a Matter that occasions so National a Prejudice:



But till that be done, some Course is requisite to be taken to prevent the aforesaid apparent Evils.

And as an addition to the Ruine of that ancient and considerable Corporation of *Newcastle* upon *Time*, there is one of its own Members (called *Sunderland*) that contributes thereto in a high degree, and that in the Custom saved in the difference of measure, by which His Majesty loses 30 *per cent.* of His Customs, which the said *Creagh* is ready to make out, of his own certain knowledg, having loaded Ships there, and found that every 7 Chalders in *Sunderland*, made out 10 *Newcastle* Chalders, and paid the Kings Custom but for 7 Chalders, and as a further demonstration, they sell their *Sunderland* Chalder of Coals most commonly for 14 *s.* and 14 *s.* 6 *d.* *per* Chalder, when *Newcastle* cannot sell for above 8 or 9 *s.* *per* Chalder, though as good or better Coals; so that the Measure is apparent to be the cause, by which a great share of that little foreign Coal Trade in *England* (which otherwise would come to *Newcastle*) comes to that Port, which is like wise a great Prejudice to the Navigation, by reason none but small Vessels come there, whereas in *Newcastle*, Ships of any Burthen may fitted.

There is one thing more burthensom to *Newcastle* in reference to its Members, whereof no mention would be made, if the said Members were not like to destroy the Head, and that is the 12 *d.* *per* Chalder, which comes to a considerable yearly Sum, which is not in the least grudged, provided the said Members paid the like, and not have 30 *per cent.* abated in the Custom more than the head.

May.



May it please your Lordships, Mr. *Anthony Isaacson*, Collector of the Customs in *Newcastle*, and one who hath had above Twenty Years experience in that Port, is now in *London* (who may if your Lordships please) be interrogated as to the Premises; to whose testimony, and your Lordships consideration, is referred what is here set forth by

May it please your Lordships,

Your Lordships most Humble, most Obedient, and  
most Faithful Servant,

LONDON, *April*  
the 1687.

*W. CREAGH.*

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THE

## A

THE  
PRESENT STATE  
OF THE

**Forreign Coal-Trade,**

Humbly offered to the consideration of His  
Majesties Commissioners of the Customs,

BY

*WILLIAM CREAGH,*  
Of *Newcastle upon Tine*, Merchant.

**T**HE said *William Creagh* saith, That a Company of  
*French* Merchants of the City of *Rouen* in the King-  
dom of *France*, about Three Months ago, writ  
him, that they made a Contract with the *French* Farmers, to  
import great Quantities of Coals into the River of *Rouen* by  
*English* Shipping, and thereupon gave the said *Creagh* orders  
to Freight (with all possible speed) as many *English* Ships as  
could take in 800 Chalders of Coals, declaring, that the next  
Spring and Summer they would import as many Coals to  
the

the said River of *Rouen*, and continue yearly so to do, as would supply the whole Kingdom of *France*; whereupon, and in pursuance of the said Order, the said *Creagh* freighted Nine Ships of considerable Burthen, and loaded them off; but before he could compleat Shipping the said Number of 800 Chalders of Coals, he receives a Letter from the said Company, acquainting him, that the Truce being then as good as ratified betwixt *France* and *Spain*, their *French* Ships which formerly used to come for Coals to *Newcastle*, were then all going for *Scotland*, by reason of the great Discouragement they met with at *Newcastle* by the high Duties and Tonage there, which on *French* Ships is 30 s. sterling per Chalder; on *Dutch* Ships 20 s. per Chalder, and on *English* Ships 8 s. per Chalder, that they could do no good thereby; whereas in *Scotland*, no foreign Ship pays more than 10 s. Scotch Money (which is but 10 d. sterling) for their great Scotch Chalders that makes about Five *Newcastle* Chalders; so that by that computation, they pay but at the rate of 2 d. sterling per Chalder *Newcastle* Measure: And besides a Ship of 200 Tons may clear there for 40 or 50 Tons; so that the Scotch Duty upon Coals duly considered as it is now collected, is next to nothing.

This encouragement in *Scotland* being so great, most of the *French* Ships went thither, and some of them being lately returned to the said River of *Rouen*, they brought with them a new sort of Scotch Coal, which gave as good a Price in *Rouen* Market as *Newcastle* Coals, though heretofore, *Newcastle* Coals used to give 10 *French* Crowns in every 100 Barrels of Coals *Rouen* Measure (which is computed to be about 6 *Newcastle* Chalders) more than the Scotch Coals: But now the one giving as good a Price as the other, if some speedy care



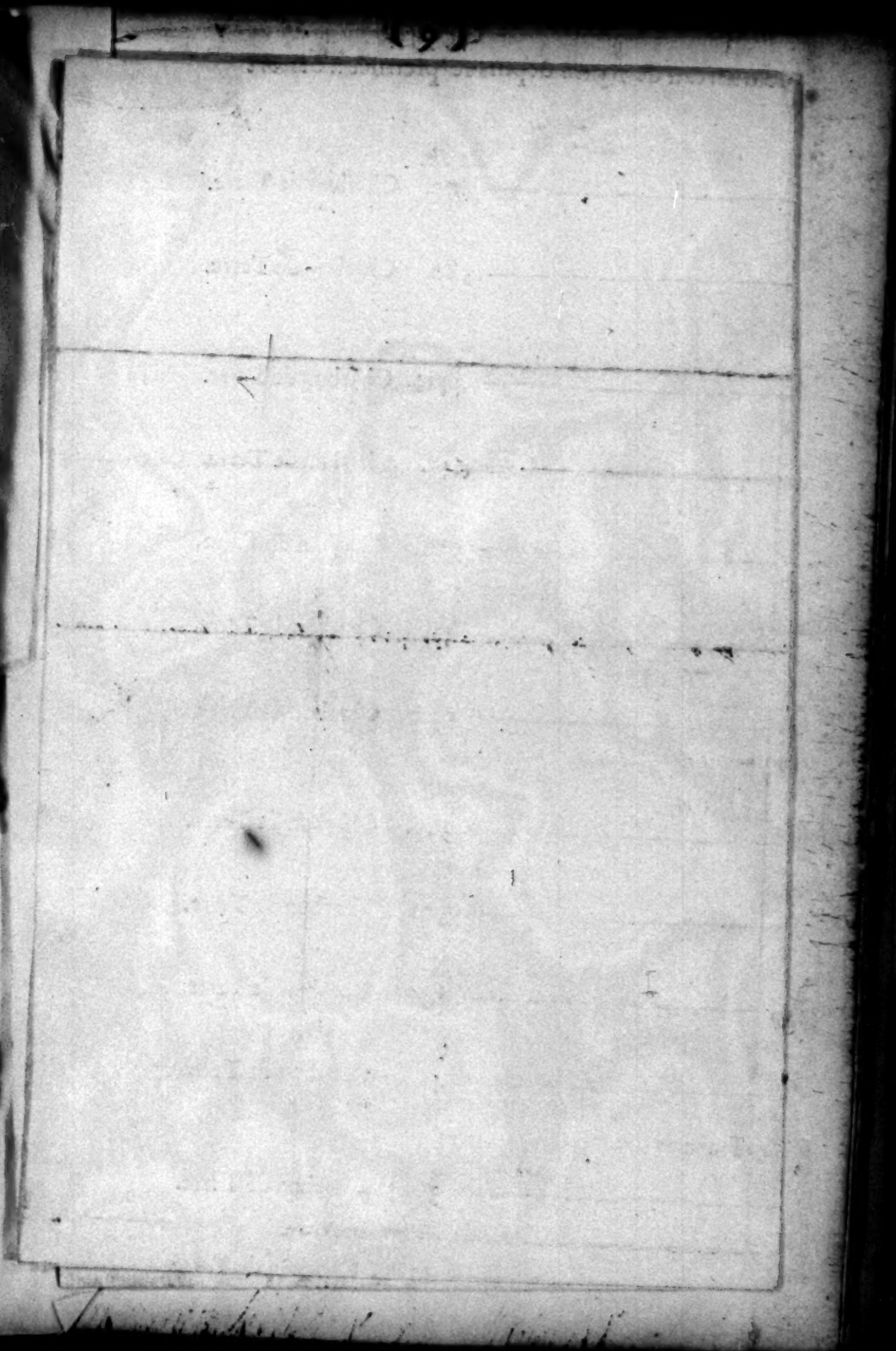
care be not taken, His Majesties Revenue in the said Port of *Newcastle* will be mightily impaired, and the *English* Navigation in a great measure discourag'd: All which is most humbly referred to the consideration of the said Commissioners, that they may find out some speedy Remedy to prevent all the foregoing Evils. And that the said *Creagh* may not be wanting with his weak endeavours, he humbly conceives, that ballancing the *Scotch* Coal-Trade with the *English*, would do the work; that is to say, to raise the Duty of the *Scotch* Coals in some measure equal to the *English*. But since that must be (if at all) a work of much time, and likely to meet with great opposition, he the said *Creagh* thinks that an Abatement of 5 Chalders in every Score, or an allowance of 25 per cent. (joynt with the difficulty of the *Scotch* Navigation) may in the mean time keep the said *French* Project (which otherwise will fall off) on foot, to the encrease of His Majesties Revenue by the said Over-Sea Coal-Trade, in the said Port of *Newcastle*, and Members thereof, and great encouragement of the *English* Navigation. All which is most humbly submitted to the determination of the said Commissioners, by their most Faithful and most humble Servant

LONDON,  
*Novemb. 3.*  
 1684

W. CREAGH.

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GEORGE





B

THE

# French CERTIFICATE.

**P**ARDEVANT les Notaires Gardnotes Royaux à Rouen soubsignez, se sont comparus & presentez les Sieurs Pierre Locquet Prieur & Juge Consul, anné presente, Jean le Boucher second Juge Consul, & Robert Noufflard Syndic des Sieurs Juges Consuls des Marchands à Rouen; les Sieurs Eustache le Canu & Compagnie, Jacques Delamare, Thomas Fulgent, Louis Bouffier, Jean le Testu, & Anthoine Mallet, Tous anciens Juges, Consuls & Marchands, en cette Ville y demeurans lesquels apres qui leur a esté representé un Estat des Charbons de Terre venus, d'Escoffe entrez par le Bureau de Rouen, depuis le premier d'Octobre 1683. Jusques & Compris le dixhuitième Decembre 1684. Certifie veritable par Monsieur Nozereau Directeur General des cinq Grosses Fermes de France le 2. Janvier an present 1685. Duquel Estat la Teneur s'ensuit.

**E**stat des Charbons de Terre venus d'Escoffe entrez par le Bureau de Rouen depuis le premier d'Octobre 1683.

Jusques & Compris le 18. Decembre 1684.

Du 8. Octobre 1683. Au Vaisseau de Jean Gardinier.

Francois Venue de Celse.

**A** Alexandre Pamilton un Grenier contenant

Barils.

647.

Charbon de Terre.

Ditto au Vaisseau de Guillaume Barjolle.

Francois venant d'Escoffe.

**A** Estienne Ernault un Grenier contenant

580.

Charbon de Terre.

Du 22. ditto au Vaisseau de Guillaume Falloüart.

Venant de Monsieur ayant allegé le Navire de Pierre Huet Francois.

Venant d'Escoffe.

**A** Louis Pays un Grenier contenant

441.

Charbon de Terre.

Du 26. ditto, au Vaisseau de Pierre Huet

Francois venant de Limequel en Escoffe.

**Audit** Sieur Pays un Grenier contenant

547.

Charbon de Terre.

Ditto au Vaisseau de Gills le Hot.

Francois venant de Limequel en Escoffe.

**A** Alexandre Pamilton un Grenier contenant

950.

Charbon de Terre.

Du 3. Juin 1684. au Navire de Robert Seales.

Escoffois venant de Litz en Escoffe.

**A** Thomas Choltwich un petit Grenier contenant

42.

Charbon de Terre.

Du 2. Aoust 1684. au Vaisseau de Pierre Martin.

Francois, venant d'Escoffe.



François, venant d'Escoffe.

**A Jacques Del** un Grenier contenant \_\_\_\_\_ 536. Charbon de Terre.

*Du 3. Novembre 1684. au Vaisseau de Jacques du Pas.*

Venant du havre ayant allegé les Navires d'André Bisset Escoffois.

Venant d'Escoffe & du Capitaine Dixon Escoffois venant de Neufchastel.

**A Eustache Canu** un Grenier contenant \_\_\_\_\_ 326. Charbon de Terre.

*Du 13. ditto, au Vaisseau d'Abraham Leeman.*

Hollandois venant d'Escoffe.

**A Jacques Del** un Grenier contenant \_\_\_\_\_ 502½. Charbon de Terre.

*Du 5. Decembre, 1684. au Navire du Sieur Jacob Smith*

Hollandois venant de Limequel en Escoffe.

**A Jacques Del** un Grenier contenant \_\_\_\_\_ 893½. Charbon de Terre.

*Du 9. Ditto, au Vaisseau de Charles Gouin*

François venant d'Escoffe.

**A Louis Pays** un Grenier contenant \_\_\_\_\_ 450. Charbon de Terre.

*Du 11. Decembre 1684. au Vaisseau de Jean Maillard.*

Venant de Honfleur ayant allegé le Vaisseau de pierre Potteuin François

Venant d'Escoffe.

**A Etienne Ernault** un Grenier contenant \_\_\_\_\_ 302½. Charbon de Terre.

*Du 19. Ditto, au Navire de Pierre Poittenin,*

François venant d'Escoffe.

**A Etienne Ernault** un Grenier contenant \_\_\_\_\_ 1150. Charbon de Terre.

7368. Barils en Tout.

**Total** des Charbons contenues au present Estat Sept Mil Trois Cents Soixante Huit Barils & plus bas est Escriit le present  
Extrait tiré des Registres de la Romaine, & certifié véritable par moy Directeur General des Cinq grosses Fermes soubsignez  
ce 2. Janvier 1685. Signé Nozereau un paraphe. Tous lesquels Charbons de Terre venus d'Escoffe & mentionné audit Estat ar-  
rivez en cette ville faisant ensemble 7368 Barils, les dits Sieurs deffus Nommez ont déclaré, juré, affirmé, & attesté que les dits  
Charbons de Terre ont esté vendus au prix Courrant depuis le dit mois d'Octobre 1683. jusques au mois de Decembre 1684.  
à pareil prix que celuy venant de Neufchastel qui est de 275 l. jusques à 277 l. dix Sols le cent Barils mesure de Rouen, dont  
de tout ce que deffus les dits Sieurs devant Nommez ont requis la presence Aste pour valoir & servir qu'il appartiendra a fait & passé  
à Rouen le 5. Janvier, 1685.

Pierre Locquet,

Jean Boucher,

Rob. Noufflard,

Eustache le Canu,

Jacques De Lamare,

Thomas Fulgent,

Louis Bouffier,

Jean le Tefu,

Anthoine Mallet,

Gruchett,

le Peletier,

} Notaires Royaux ...

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# Mr. GEORGE ROBINSON's Answer

To the foregoing

## Present State.

*The Commissioners of His Majesties Customs may  
please to take notice,*

**T**HAT Whereas it hath been suggested a sort of Coal was lately found in *Scotland*, (not much inferiour to the Coal of *England*) and from thence Exported to *France* in *French* Vessels, paying little or no Custom for the same, and whereas it was also alledged by Letters from *France* and *Holland*, &c. That the Forein Markets were of late years extraordinarily supplied with Coals from *Scotland*, in Strangers Ships, to the great prejudice of the *English* Navigation and damage to His Majesties Customs here, upon which allegations some of the Traders (His Majesties Subjects) of *England*, in that Commodity, humbly desired (by proper application) a seasonable remedy for such an Evil, either by an equality of Duty to be paid by Strangers in *Scotland*, or by some encouragement or favour to the *English* in the Duty here: which suggestions and seeming good reasons, made not only deep impressions, but great inclinations to endeavour a present Abatement of the Custom on Coals Exported from *England* in *English* Shipping, for a short temporary experiment, till the Duty in *Scotland* could be raised higher, if the King should so please.

B

Now



( 16 )  
Now having since farther well examined the Premises, there seemeth nothing more certain therein than,

I.

That the Custom in *Scotland* is indeed next to nothing, and the defect (such as it is) there.

II.

That there are no better Coals in *Scotland* now, than in former and later years, in which the Duties in both Kingdoms have been as now they are; and yet the Exportation from *England* far greater than that of the last year, from whence it seemeth evident that the greater or lesser Annual Exportation of this Commodity, hath not been occasioned by any extraordinary Coal found in *Scotland*, or the difference of the Custom, but Peace, War, Plague, &c, doth influence the same. And some years the Forein Markets (as well as *London* Markets) are over stocked with this Commodity, the Custom of *Anno* 1679. was better than 1678. about 5000 *l.* the year following was worse than that by about 2000 *l.* 1681. was near as good as 1679. 1682. was somewhat better than 1680. 1683. was about 1500 *l.* better than 1682. and *Anno* 1684. is not so bad as 1678. by near 2000 *l.* neither were the years before 1678. (though not altogether so good as since) less subject to variation, and yet the Coals of *Scotland*, and the Duties of both Kingdoms, the same as now, for any thing yet proved to the contrary.

III.

That the advices from *Holland* of the encrease of this *Scotch* Trade now want Confirmation, and the abatement from 8 to 6 *s.* per Chalder, is chiefly projected by the Factors, or Traders of *France*, and that for accompt of the gross Farmers of the Customs of that Kingdom, who (as Strangers) ought by the Book of Rates here to pay 14 *s.* per Chalder for Coals Exported in *English* Shipping; so that instead of 2 *s.* this project will abate them 8 *s.* per Chalder.

IV. That

## IV.

That by that sensible Letter to Sir *John Buckworth* of the  $\frac{11}{12}$  Instant from *Rouen*, touching this matter, it seemeth apparent, That if the *French* could be without our *English* Coal, or the *Scotch* Coal were so good as is alledged, and could be brought from *Scotland* in *French* Ships within 2 s. per Chalder as cheap as *English* Coal, the *French* would not be so kind to our Navigation as to employ them in this Trade to the neglect of their own Shipping: or on the other hand in the same Letter, it would rationally be proposed, that if *French* Ships may be permitted to fetch out Coal at *English* Custom, they will be willing to pay the *French* Tonnage of 5 s. which will amount to 18 s. per Chalder; a *Newcastle* Chalder being more than two Ton: Now if the Market at *Rouen* will afford to pay that 18 s. per Chalder, and produce good profit to the Merchant, as the said Letter sets forth, it seemeth not necessary to abate the Custom, and to let them have a Commodity from us, which they cannot be without (for the reasons aforesaid) at 6 s. per Chalder.

## V.

If it be said in favour of all Foreign Markets as well as *France*, that the cheapness of a Commodity supposeth an encrease of Consumption: it will also be remembered that the supposition will utterly fail in Commodities not subject to Luxury. If Salt were at a penny a Bushel, it would not (for its cheapness) augment the Consumption. And if all the *English* Custom on Coals were taken off, it would not amount to above 1 d.  $\frac{1}{2}$  a Bushel, in the price of Coals cannot make 6 d. difference in 5 l. worth of Manufacture, and the dearer we sell a Commodity abroad which the Stranger cannot be without as aforesaid, the more we bring back to enrich our own Nation.

## VI.

And as to the *English* Navigation, the same will appear to be very little advantaged by the desired abatement to 6 s. per Chalder, when it shall be computed that the whole Foreign Coal-Trade is not  $\frac{1}{4}$  part of the Annual quantity brought only into *London*, of which the bare Duties, first and last, amount to 6 s. 6 d. per Chalder, and if the said abate-

ment should take effect, the *French* should not pay so much Duty as we. The Parent is not kinder to Strangers than to his own Children.

## VII.

Therefore it is conceived, that if any advantage can accrue by the desired abatement, it will be to the Coal Owner, who knowing the necessity the *French* have of the Commodity, will at least share (by the raising the Price of the Coal) in the profit of what the King shall please to abate of the Customs so prudently Established by his Laws.

## VIII.

And for these Reasons, and much more which might be said on this subject, as I humbly conceive, the said abatement not to be for His Majesties service, or the benefit of the *English* Navigation; so I find all my Partners (with whom I am in Covenant) now unwilling to joyn with me in any consent thereunto, for what relates to the Lord *Townsend's* Interest in the premises. All which is humbly submitted.

Dated the 20th. of  
Decemb. 1684.

*George Robinson.*



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# D

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## *A Reply to Mr. George Robinsons groundless Answer to the Present State of the Forein Coal-Trade.*

### I.

**T**Hat the Custom in *Scotland* is next to nothing, (as by the said Present State is set forth) is owned by the Answerer; so needs no further proof nor enlargement.

### II.

To say there are no better Coals now in *Scotland* than in former years is not denyed (though a cunning insinuation.) But the best and richest Coal both in *England* and *Scotland*, being the most fit for Domestick use, are the worse for Forein Consumption, where no other use is made of that Commodity but for the Forge and Furnace; therefore the question is not whether they be better or worse in the general, but that a better sort of Coals for Forein use, viz. a small Cakeing Coal, and of less value than that called the best, which is a large open burning Coal, that will not Cake, has been of late years found in *Scotland*, purchased there on easie terms, plentifully Transported from thence to Forein parts, and there sold at as high a Rate as *Newcastle* Coals, to the lessening His Majesties Customs, and the *English* Navigation, is what has been offered and proved by as Authentick a Certificate as could be devised, whereof the Copy follows the Letter—B. And as to the Answerers promiscuous way of jumbling the Encrease, and

( 14 )

and Decrease of several years Product, after the Rule of false Position: it is no way pertinent, but rather a blind to hinder Men from discerning the true State of the Case, which is this,

I.

His Majesties Revenue is diminished notwithstanding that later years have produced more than formers; this may seem paradoxical, but it shall be made out: for what His Majesty might have by good management, and lost by bad, is a lessening of His Revenue, good management might hinder so many Fleets to pass by for *Scotland* to fetch a Commodity which they might take up half way, and thereby considerably encrease His Majesties Revenue: therefore the want of that good management has diminished it.

II.

As to the *English* Navigation, the prejudice is apparent, for instead of 30 s. that used formerly to be paid for the Freight of a Chalder of Coals from *Newcastle*, to *Havre de grace* in *France*, Ships may now be plentifully had for 16 s. per Chalder for the said Voyage, occasioned purely for want of Employment, since *Scotland* is able to furnish Foreign Ships with Coals fit for their purpose, and in a manner Custom free.

III.

That the Advices from *Holland* want no confirmation, if Letters may be Credited, whence likewise Authentick Certificates may be had, were it worth the Charge, or that the Matter in question were put upon that Issue; and as to the abatement, it is all one by whom it is projected, if it be proved to be for the good of the King and Kingdom.

IV.

That the sensible Letter to Sir *John Buckworth* of the  $\frac{1}{2}$  December, 1684. from *Rouen*, confirms the Certificate aforementioned, as to the quantity of *Scotch* Coals Imported to the River of *Rouen*, and nothing is more clear than that the *French* could be without *English* Coals, since they may be furnished from *Scotland* upon such easie terms, as is alledged. And if so great a Work as the cutting of the River *Eure*,  
were

were not set on foot, which required a speedy supply, and which of necessity (in the beginning) must Employ some *English* Ships to fetch *English* Coals, the said Ships being of greater Burthen, and the said Coals nearer hand : but it is to be noted that at the same time their own Ships go for *Scotland*, and that when they have once a Stock by them to keep the Men at Work, then will they supply themselves from *Scotland*, so as *Newcastle* shall hardly see any more of them, or receive any further Orders to send them any more Coals in *English* Ships : as to the *French* Ships, being willing to pay 10 s. per Chalder Tonage, provided they may pay no more than 8 s. per Chalder *English* Custom, which would make in all 18 s. per Chalder. It is confessed they would gain very well by it, and four times more than by paying only 6 s. of the *English* Custom, for it is to be noted that a *French* Ship pays in all 30 s. per Chalder, whereof 10 s. being for Tonage, they pay no fifty *Solx* per Ton at home, which *English* Ships must do in *France* ; so the Tonage must be paid either in *French* Ships in *England*, or *English* Ships in *France*, therefore no benefit to the Merchant by that Article. Now I leave any body to judg whether it were not better for the *French* to pay the full *English* Custom, being 8 s. and the said Tonage, than to pay the 20 s. remaining of the 30 s. though the desired 2 s. were abated of it, and how Mr. *Robinson* can make it out otherwise is not understood.

## V.

How absurd it is to say that the Stranger cannot be without our Commodity, when at the same time he may have it as good, and a great deal cheaper from another place, is obvious to the meanest capacity.

## VI.

As to the *English* Navigation his Argument bears as little weight as the former ; for if there be no encouragement to Trade, there will be as little to Build Ships, and if that encouragement fails, Navigation in a small proceſs of time must fall in Course, which already appears in that antient Nursery of Navigation (*Newcastle*) where of ten Ships that used to be Built, there is hardly one now, there appeared no less decrease in the buying of Foreign Bottoms, even before the Act of Parliament : so that this and the fall of Freights, is a plain demonstration ;



tion; and though it is very true that it is the *London* Market that mostly governs our *English* Coal-Trade, yet when that is at an ebb, it is no policy to knock down all other helps for Company: and therefore Mr. *Robinson's* witty home Charity is not so meritorious, when the Parent starves himself and his Children, by shutting out the Stranger that brings them Bread.

## VII.

As to Mr. *Robinson's* Conception of the abatement desired, to be for the benefit of the Coal-Owner: it will be made appear to be a very false Conception, and so incapable of bringing forth any thing that is good, that it will prove Abortive; for in the first place he himself owns that the Coal-Trade is governed by *London*, if so, it must be the *London* Market that causes a Rise or Fall in the Price of Coals: therefore the Forein Trade being so inconsiderable as he makes it, cannot be the cause. It may be considered likewise, that none that comes to Buy will give more than the Current Price, which is publicly known, but very often may Buy under the Current Price from necessitous Men, who will undersel rather than want mony, though contrary to the Orders of the Hostmen Company, whereof they are Members, and which by their Freedom Oath they are bound to observe, that the Company may enjoy an equal benefit of the Trade. And further that the said Sir *William Creagh*, who deals most in the said Forein Coal-Trade may clear himself of this false suggestion; he declares that he is not, nor ever was Owner of any Coals that went over Sea, otherwise than by paying others his ready mony for them after they were Shipped off and sent away; so there is no room left to think him guilty of so foul a practice: if any of Mr. *Robinson's* Acquaintance be, it were fit he were made to discover them. And if it should be thought strange why the said *Robinson* should thus oppose a business wherein he and his Partners would gain as much as the King, it were not amiss to know his reason for giving the late Sir *William Blackett* (one of his Partners who dealt much in the over Sea Coal-Trade) some years ago, order to clear his over Sea Ships for the Cost, which I am sure did not look like a benefit to the King nor his Partners, but he is best able to answer the meaning of that Practice:

## VIII. And

VIII.

And for these Reasons, and much more which may be said upon occasion, I humbly conceive than His Majesties Revenue, the *English* Navigation, and the Town of *Newcastle* has suffered more by the said Mr. *Robinson's* refractoriness, than he will be ever able to make amends for, all which is most humbly submitted to your Lordships, by

May it please your Lordships,

Your Lordships

Most humble Servant

WILLIAM CREAGH.

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THE  
PRESENT STATE  
OF THE  
FOREIN COAL-TRADE,

Most humbly offered to His

MAJESTIES Consideration

BY

Sir *WILLIAM CREAGH*,  
Of *Newcastle upon Tyne*, Kt.

**T**HE said Forein Coal-Trade from *Newcastle* and its Members (whence ariseth most of His Majesties Revenue by that Trade) and known to be the greatest Nursery of His Majesties Seamen, has been much discouraged by the inequality of the Customs laid upon Coals in *England*, and *Scotland*, as followeth, *viz.*

In



In *England* one Chalder of Coals *Newcastle* Measure, pays for Custom, Tonage, and petty Duties, viz.

	<i>Sterling</i>
In a <i>French</i> Ship —————	30 shill.
In a <i>Dutch</i> or any other Forein Ship —————	20 shill.
In an <i>English</i> Ship —————	8 shill.

Whereas in *Scotland* they pay no more than 8 *d.* or 10 *d.* per Chalder in any sort of Ships, and the Ships clear generally for a third, or a quarter of their Burthen, so the Custom is reckoned in a manner nothing, and the Coal Owners there do generally Sell their Coals clear a Board, to make things more easie to the Buyer, and to smother the inconsiderableness of the Duty and Clearing, and by this means begins to draw the Trade from *Newcastle*, especially since the finding out of a new sort of small Coals within these late years, which has been plentifully Transported to Forein Markets within these two or three years, as by a Certificate appears, and sold there at as high a Rate as *Newcastle* Coals; whereas formerly *Newcastle* Coals sold for 8 *s.* per Chalder more than *Scotch*, and that, and the length of the Voyages, did in a manner ballance the inequality of the Customs: but now that the *Scotch* Coals gives as great a price abroad as those of *Newcastle*, the said Forein Coal Trade from *Newcastle* will be wholly destroyed and laid aside, to the great discouragement of the *English* Navigation, and diminishing His Majesties Customs in a very high degree, especially at a juncture of time when there never was such an opportunity of encouraging the one, and augmenting the other: for since the Project of cutting the River *Eure*, and carrying on the Works at *Versailles* were resolved on, the said Sir *William Creagh* had Commissions proposed to him by the Undertakers in *France*, for no less than a hundred thousand Chalders of *Newcastle* Coals, which were to be Shipped for the River of *Rouen*, besides what might be Transported to other Forein Parts; but before a thousand Chalders of the said number could be Shipped off, there went so many *Scotch* Coals to the River of *Rouen*, and other parts, that the said great Commission lyes now Dormant, and will not be awaked if some means be not found to ballance the Customs in both Kingdoms, by raising the Duty in *Scotland*, or making some abatement here. The first is conceived may be done by the King, and the Lords Commissioners of His Treasury in *Scotland*, as

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by

by the preamble to the *Scotch* Book of Rates, whereof a Copy is herewith, appears: and as for the latter, it is left to His Majesty in His Royal Wisdom, to consider whether it be not better to make some reasonable Abatement, than to let slip by the said Commissions alone,

		Sterling.		
		<i>l.</i>	<i>s.</i>	<i>d.</i>
If Loaden in <i>English</i> Ships	—————	40000	00	00
If in <i>Dutch</i> , or other Forein Ships	—————	100000	00	00
If in <i>French</i> Ships	—————	150000	00	00

All which is most humbly left to His Majesties Determination, by His Majesties most Faithful, and most Dutiful Subject and Servant,

WILLIAM CREAGH

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# The Scotch CERTIFICATE.

An Account of what Coals have been Shipped off, and Transported beyond the Seas to *France, Holland,* and other Foreign Parts, from the under-written Ports in *Scotland*, for the space of one whole year, commencing the first of *December, 1685.* and ending the first of *December, 1686.* as by the Account given by the several Stewards, and Factors of the said Ports appears, *viz.*

	Ships.	Tons.
From <i>Carron Water</i> —	21	Containing 2900
From <i>Cockney</i> —	64	Containing 4300
From <i>Grainge-Pans</i> —	74	Containing 4500
From <i>Airth</i> —	3	Containing 350
From <i>Alloway and Clackmanan</i> —	29	Containing 4750

From <i>Alloway and Clackmanan</i> —	29	Containing	4750
From <i>Culrofs and Valey-field</i> —	3	Containing	475
From <i>Lyme-kills</i> —	40	Containing	2755
From <i>Kirkaldy</i> —	8	Containing	607
From <i>Dysert</i> —	22	Containing	1800
From <i>Carrin or Tory-burne</i> —	3	Containing	450
From the <i>Weymes and Methall</i> —	44	Containing	3300
From <i>Borrowstoness</i> —	30	Containing	3600

In all—341 Containing 29787 Tons.

We whose names are under-written, Stewards and Factors in the above several Ports, do hereby Certifie to all whom it may Concern, That the above quantity of 29787 Tons of Coals (every Ton computed to be two thousand pounds *Amsterdam* weight) were Shiped off, and Transported as aforesaid, within the time aforesaid. As Witnes our Hands and Seals, in *Edinbrough, Cockney*, and *Barrowstoness* respective, the 5. 14. 20. 22. and 31. days of *January*, in the year 1687.

For <i>Cockney</i> —	<i>James Watt.</i>	⊙
For <i>Gränge-Pans</i> —	<i>Daniel Hamilton.</i>	⊙
For <i>Airth and Carron Water</i> —	<i>John Willson.</i>	⊙
For <i>Borrowstoness</i> —	<i>John Artbone.</i>	⊙
For <i>Clackmanan, Alloway, Valey-field and Tory-burne</i> —	<i>John Neilson.</i>	⊙
For the <i>Weymes and Methall</i> —	<i>Andrew Krbie.</i>	⊙
For <i>Dysert</i> —	<i>John Hamilton.</i>	⊙
For <i>Kirkaldy</i> —	<i>William Anderson.</i>	⊙

Certified, Attested, Signed, and Sealed, before me *George May*, Notary Publick, as Witnes my Hand and Seal in *Edinbrough*, and the other Towns above mentioned, upon the respective days and year above written.

*Copia Vera.*

*George May*, Notary Publick.

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by the preamble to the *Scotch* Book of Rates, whereof a Cop  
herewith, appears: and as for the latter, it is left to His Majest  
His Royal Wisdom, to consider whether it be not better to r



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## Charles R.



CHARLES by the Grace of GOD,  
 King of Great Britain, France, and Ireland,  
 Defender of the Faith; To Our Lobits,  
 Our Heraulds, Pursivants,  
 Bacers, and Messengers: Forasmuch, as by the  
 57th. Act of the first Session of Our first Parlia-  
 ment of our Kingdom of Scotland, the Lords Com-  
 missioners of Our Exchequer are thereby war-  
 ranted to establish a New Book of Rates for Our  
 Customs; as also by the 27th. Act of the third  
 Session of Our said Parliament, It is decla-  
 red, That the ordering and disposal of Trade with  
 foreign Nations, doth belong to Us and Our  
 Successors, as an undoubted Priviledge of Our  
 Crown; and that by virtue hereof, We may so or-  
 der and dispose of foreign Trade as We shall think  
 fit, for the good of Our said Kingdom: And being  
 desirous that the Trade thereof be so ordered, as  
 may be most for Our Interest, and the good and ease  
 of Our Subjects: And considering how necessary  
 it is for that end, that the Rates or Customs which  
 have been heretofore most unequal, by reason of the  
 great difference of the true value of Goods at present,  
 and of late, from what they were many years ago;  
 should be now regulated and stated, as we may have  
 Our Custom paid, and Our Subjects may not only  
 be

be ascertain'd What they have to pay, but also, find a considerable ease of the Proportion of the Customs, formerly due from the Native Commodities of Our said Kingdom, at the Exportation thereof: Therefore we, With the Advice and Consent of the Commissioners of Our Treasury and Exchequer, having taken the Rates of Our Customs into Our Consideration, and having also had therein the Opinions of some Persons of good Knowledge and Interest in the Trade of Merchandize have thought fit to Settle and Determin the Rates of Our Customs to be in all time coming, according as they are set down in the Alphabet thereof; and such Goods and Merchandize as are contain'd therein, that they pay Twelve Pence upon each Pound value, and that the same Rates be rais'd and manag'd conform to the Acts of Parliament and Instructions subjoyn'd to the said Alphabet. And to the effect all Our Lieges may have timous notice thereof, It is Our Will and Pleasure, that these Presents, With the Rates of Customs and Instructions, be Recorded in the Books of Our Exchequer, and Printed and Published at the Market-Cross of Our Borough of Edenborough, and other Places needful.

Given at Our Court at *White-Hall* the 4<sup>th</sup> day of *March*, 1670.  
and in the 22<sup>d</sup> Year of Our Reign.

By His Majesties Command.

L A U D E R D A I L L.







**CREAGH (Sir William) The Present State of the Foreign Coal Trade, Humbly offered to the Consideration of His Majesties Commissioners of the Customs, by William Creagh, of Newcastle upon Tyne, Merchant. [London, 1684/7].**

*Small 4to., sewn. Slight worm.*

**£7 7s.**

*This interesting collection of documents was sent by Sir William Creagh to the Lords of the Treasury with a covering letter. They deal with the diversion of the foreign trade in coal from Newcastle to Scotland owing to the higher rates of export duty payable at the English port. The documents are printed as follows:—*

*I. His covering letter to the Treasury, dated 1687.*

*II. His memorandum with the title given above, explaining how he had lost an order for coals from France owing to the difference in the scale of duties, presented to the Commissioners of Customs in 1684.*

*III. A Certificate from Rouen affirming the purchase of the coals from Scotland.*

*IV. A Memorandum from Mr. George Robinson opposing Creagh's proposed reduction in the English duties, dated 1684.*

*V. A reply from Creagh to Robinson's memorandum.*

*VI. A further memorandum from Creagh presented to the King in 1685/6.*

*VII. A Certificate from Scotland affirming the sale of the coals to France as asserted by Creagh.*

*VIII. A copy of the preamble to the Scotch Book of Rates, showing that an equalisation of customs rates between England and Scotland was considered desirable in 1670.*